1951

File No. 2254/48 — III

B CLASS

P.W DEPARTMENT

L BRANCH

Subject:— Standing Advisory Committee
(Electrical Power)
Agenda, minutes etc.

P. L KJ - 19.1

File No. 2254/48 — III — L.

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G.R., G D., No. 2408, dated 22-5-22.]

Std. Sectt. 78A e.

Correspondence

DOCKET SHEET (B)

Subject :—

File No. 2254/48-III

P. W DEPT.

L BRANCH.

References :— Copies from the original file B(M)

Date.	To whom sent.	Notes and instructions.

STANDING ADVISORY COMMITTEE.
(Electrical Powers)

Minutes of the 8th meeting held on the 9th March and continued on 16th March 1951 at 4 p.m. in the office of the secretary to Government, P.W.D., Bombay

The following were present:

1. The Secretary to Government,
   P.W.D., Bombay. .....Chairman.
2. The Secretary to Government,
   Labour and Housing Department
   Bombay (on 9th March only).
3. The Secretary to Government,
   Development Department, Bombay.
4. Shri C.S.Patel, M.L.A.
5. Mr. W.S.Nelson,
   Managing Director,
   The Tata Hydro Electric Agencies,
   Bombay.
6. Shri M.B.Lakmani,
   Representative of the Association
   of Electrical Undertakings,
   Bombay.
7. Shri H.R.Vazifdar,
   Executive Engineer (Commercial)
   Electric Grid Department,
   Bombay.....Secretary.

Shri V.N.Gothoskar, Under Secretary to Government, P.W.D., Bombay, was also present.

Shri R.P.Patel, representative of the Chief Inspector of Factories was present by invitation on 9th March 1951, during discussion of item 4 while Shri P.L. Verma, Traction Superintendent, G.I.P.Railway, and Shri G.S. Randhawa P.L. Verma, Traction Superintending Engineer (Diesel and Steam), Electric, Grid, Bombay, attended by invitation the meeting the meeting held on 16th March 1951.

Item 1 Minutes of the last meeting.

Minutes of the previous meeting held on the 8th December 1950 were confirmed.

The Chairman stated with reference to para 2(iv) of the minutes of the last meeting that Government had decided to continue the staggering of Textile Mills in view of the continued shortage of power.

Item 2. Review of the availability of power from the Tata- G.I.P. inter - connected system.

*(i)(A) The Chairman inquired from Mr. Nelson whether a decision had been reached with regard to the proposed scheme for developing about 65,000 KW of hydro-electric power from the Bhira tail race waters. Mr. Nelson stated that even after the completion of all the work now in progress including the 54,000 KW thermal station being installed by the Government there would again be a deficiency of 12,000 KW in 1950 unless immediate steps are initiated to have additional firm capacity in 1954 and this capacity ready for service as soon as possible. This new deficiency would development, which was estimated to involve a total capital increase year by year thereafter expenditure of more than Rs. 7 crores and would require 3 years as the local grows to complete, was considered to be the only hydro development to 65,000 K.W. in that could be completed in sufficient time to meet the requirements of the situation. From the view-point of raising the substantial amount of finance that would be needed, this project superimposed on the existing commitments of the Hydro Companies would be too heavy a burden for any one of the Companies would be too heavy a burden for any one of the Companies to undertake by itself. It would be carried out by the Hydro Companies only as a joint enterprise by the three companies, but this was at present impossible because the Tata Hydro and Andhra Valley licenses would expire in 8 years' time. A prerequisite therefore to raising the finance is the extension of the Hydro and Andhra licenses from 1959 to the termination date of the Tata power license in 1970 Even on this basis, it was anticipated that there would be great difficulty under present market conditions in raising the large amount of capital that would be required. Mr. Nelson said that unless the Government could agree to the extension of the two licenses, it was not possible for the

Boards of Directors to give final consideration to the proposal and reach a decision"

"(i)(B) The Chairman inquired about the time that would be needed to complete the Bhama Scheme by the Andhra Valley Company. Mr. Nelson said that no detailed estimates had been made but, as this would involve the construction of a dam across the Bhama River and an interconnecting tunnel through to Andhra Lake, it would probably take about 5 years. In any event, this would only provide more water storage behind Bhivpuri Power Station and it would only be possible to install about 22,000 KW of generating capacity in that station. This was insufficient to meet the requirements of the situation."

(ii) Mr. Nelson stated that the Chola Power House which was expected to give 36,000 KW continuously is giving much less power due to the various breakdowns in the Chola boiler system. The Chola boiler system, The Chola output is many a time reduced to 20,000KW and even to 10,000 KW on rare occasions. He stated that the 6th set at Bira could not be put in service, as expected, in August 1951 that though the power plant would be ready by August 1951, the penstocks will not be in position as there has been two months' delay in the delivery, and the work of laying the pipe lins cannot be taken in hand during the monsoon. This would delay the commissioning of the 6th set of the Bhira power Station to some time in December 1951 or January 1952

(iii) The 10,000KW of the net available power from the hydro system mentioned in para. 2(i) in the minutes of the last meeting will not therefore be available until January 1952 provided the power from Chola remained at the expected level.

(Discussion continued on 16-3-51, vide item 6 below)

Item 3. Neon Signs

(P.T.O.)

It was stated that there were many cases of unautho rized increase in the connected load for lighting pruposes by various consumers and therefore permission given to install neon signs in place of the existing lamp signs will result in many signs being put up. There is no authentic record of the existing lamp signs installed by the various consumers. It was decided to postpone consideration of this matter to the next meeting.

Item 4. Release of Electric Power for air condition ing in mills.

Shri R.P.Patel, Senior Inspector of Factories, stated that under the Factory Act, Textile Mills were required to provide better working conditions and amenities for the workers. At present, four mills have purchased and installed air- conditioning plant in the mills and power was required to operate these plants. He stated that these plants will serve the purpose of humidification as well as air - condi -tioning. At certain times of the season when humidification is not required, the plant will circulate the air and main -tain good working conditions in the mills. He also stated that humidification as carried out at preset by spray method did not enable circulation of fresh air and served the purpose of humidification only whereas, with an air-conditioning plant, water jets would be run on the circulating air, which will humidify the atmosphere and also keep the atmosphere cool by circulation. He further stated that the workers in some of the mills had complained that the working temperature in absence of air conditioning was too high and therefore the workers as well as their output of work suffered.

(ii) The Secretary, Labour and Housing Department considered that the installation of the air-conditioning plant in the textile mills should be considered as having the highest priority comparable to the Railways or the Municipal requirements. He considered that in Bombay Mills, air-Conditioning was more important than additional spinning require

-ments. It was proposed to compel all the mills to install such plant and once the four mills in question were allowed to operate their air - conditioning plan - ts, other mills could be persuaded to install such plat and once the four mills in question were allowed to operate their air- conditioning plants, other mills could be persuaded to install similar plant For this purpose the working of these plants in the four mills was essential in order to persuade the other mills. Although the provision of air-conditior -ing was not legally binding on the factories, Government was trying to persuade the mills to undertake it as a moral obligation towards the workers.

The Secretary, Labour and Housing , stated tha this reform of providing better working facilities in the mills is overdue. The New Kaisar-I- Hind Mill had ordered out plant last year and therefore in accordance with the decision of Government, these mills were entitled to get power.

(iii) Shri C.S.Patel stated that it was admitted that better working conditions were required for the workers in the Mills . However, when there was absolutely no power available now and as certain essential industries were being starved of electrical power it would be proper if the airconditioning in the mill -s is held over for a period of about two years when sufficient power is expected to be available from the Government plant at Chola Power House

(iv) Mr. Nelson stated that labour has been working in the Bombay mills without air-conditioning for the last 50 years or more and therefore at this stage par -ticularly, they should not press for power for air -conditioning purposes when there was shortage of power. From whatever source additional power becomes available, large demands for many essential purposes have to be met. If these four mills are allowed some

power now, the other mills will equally demand power for air- conditioning, which it would be difficult to resist.

(v) It was therefore decided to consider allocation of priority for the demand for air- conditioning in mills in appropriate place in the priority list (vide item 5).

Item 5. Classification of demands for electric power required for newTindustries.

The proposals regarding priority for allocation of power whenever surplus is available, were examined and the following order of priority was decided upon after discussion:-

I. Manufacture of essential drugs, surgical goods, pharmaceuticals and chemicals.

II(a). Essential industries that ~~xxxxxforeignxxxkets~~ are likely to save imports from foreign countries, e.g. capital goods and spare parts and accessories, radio/ ~~xxxxxxt~~ equipment etc.

(b). Important industries that serve foreign markets.

III(a). Iron steel and non-ferrous metals (Specialist ~~xx~~ manufacture).

(b) Tools and agricultural implements.

(c) Heavy chemicals.

(d) Essential articles made of rubber, or bakelite, or plastics or metal c.g. rubber tyres and tubes, electrical accessories, etc.

(e) Cold storage equipment.

(f) Printing presses for newspapers, magazines and lithography

(iv) Textile Industry :-

(a) Humidification and air- conditioning.

(b) other purposes

V. ~~xx~~ Miscellaneous.

V . Miscellaneous.

Flur mills in localities having no facilities, laundry and sewing machines , bakeries, builders, hardware, paper industry, thread factory, welding, electric-plating, umbrella manufacture, title manufacture, etc.

VII. All others.

(At this stage the meeting was adjourned to 16th March 1951 at 4p.m.)

Item 6. Further discussion on the availability of power from the Tata- G.I.P. Inter-connected System.

(i) The note on the electric supply position received from Tatas and already cirulated and the progress report upto 28th February 1951 prepared by Shri verma, Traction Superintendent, G.I.P Railway. were discussed.

(ii) Shri Verma stated that the figures of actual availability of Chola power maximum and minimum, as stated in the note were not correct, since the note seemed to indicate that the minimum output of 10 and 15 KW shown therein occurred for long periods which was not so in practice. He stated that in January 1951, the forced outages had occurred only twice lasting for periods of and 2 hours respectively. On the 1st of March 1951, two generators had flashed over when the output of the Chola Station was reduced to 10 MW for a period of 40 hours. The output was soon brought upto 20m W and later increased to 25mW from 15th March 1951 and at present it continues at 25 mW. After the damaged generator is repaired in the next few days, the Chola output will be stepped upto 28-30 mW and will be maintained at that level upto end of June 1951 when two boilers, overhauling of which has been postponed, will be taken out one by one for annual overhaul.

(iii) Mr. Nelson stated that even though the capacity was reduced for short periods, such conditions did not help Tatas in regulating their programme and what they wanted was firm dependable capacity on which they can base their ope

(iii) operation and maintenance programme. He admitted th -at the forced outages cannot be foreseent but what he had trie -d to state in his note was the actual position of the availa- -ble output from the Chola power Station.

(iv) Shri Verma stated that on account of the troubles experienced with the boilers, he could not say when a forced outage would occur. In pursuance of the Power Shortage Committee's recommendations, the Railways had taken up the qestion of supply of proper graded coal to the Chola Power Station of and for that purpose, the coal Commissioner was personally contacted at Calcutta who sent one of his assistants to Chola to study the situation. The Railways also agreed to pay Re.1/- extra per ton for supply of proper granded coal. In spite of this, they were receiving coal invarious si-zes with a la rge quantity of coal dust. The ash content was a alsovery high being as much as 25-30% The coal dust ins -tead of being burnt falls partly below the grate and partly goes up in the flues causing 'bird nests' in the boiler tubes. Some of the coal having a high ash content when burnt along with oil burners forms dangerous size of clinkers which have been the cause of forced boiler outages in the past. Besides, due to use of oil burners for increa- sed output from the boilers, the soot became sticky and diffi -cult to remove. Shri Verma stated that it was because of these difficulties that he could not operate his boilers at their full output and he considered it advisable to run the boilers at lower but safe steam pressure so as to reduce the risk on the boilers, rather than to stretch the capacity and risk more breakdowns. At present the Chola Station was givi- ng an output of 25 mW with four boilers since 15th March 1951. In a few days time they expected to give an output of 28-30 mW with three sets and five boilers. Mr. Nelson stated that the Railways should run all the six boilers and try to give the maximum output from the Chola Station. Shri Verma stated that he could not utilize all the six boilers because of frequent outages and therefore he preferred to operate 5

boilers at a time leaving one boiler as stand-by so that in the event of any outage, he can have in service 5 boilers continously on firm basis. Shri Verma further stated that after the first new L.P. boiler was commissioned in service (in July'51), the Chola output would be increased to 33 to 36 m W with three sets and six boilers and with the Second new boiler (in August '51), 36 to 40 m W with four sets and seven bolers in operation.

(v) Shri C.S. Patel stated that the G.I.P.Railway had their own colliery and therefore the Railway should insist on receiving coal from their own colliery even though it was merged in the common pool of coal for the entire country. He considered that the poor quality of coal received at Chola was a very serious matter and that continued use of such coal was likely to affect the industrial production in Bombay on a large scale owing to the power shortage at Chola.

(vi) The Secretary, Development department stated that the Railways did not require coal having high calorific value. Actually, the Railways were found squandering the high quality coal when they could manage with lower quality of coal reserving the high quality of coal for other important purposes. Shri Verma stated that he did not insis on coal having high calorific value but what he must have was select graded quality.

(vii) As regards the commissioning of the two new L.P. boilers at Chola, Shri Verma stated that although they have received permission from the Inspector of Factories to run double shift, they could not speed up the work of erection of the two boilers due to want of certain material which is yet to be shipped from Liverpool. The delay was due to

dock workers' strike in England and therefore until all the materials were received at site, the two boilers could not be commissioned. On the basis of the revised estimates, the first L.P.Boiler is expected to be commissioned in July 1951 and the second in August 1951.

Mr. Nelson stated that the Railways should call for two sets of erectors so as to expedite erection of boilers. Shri Verma stated that without the necessary materials at site, no purpose would be served by having two sets of erec-tors. He stated that the work was procedding on both the boil-er simultaneously with whatever material that was on hand at present.

(viii) Mr. Nelson stated that the Railways had taken a long time for placing the orders for the two L.P. boilers and the additional medium pressure turbo alternator plant and boilers. Shri Verma stated that he could not account for the delay in the placing of the order as that was done in the times of the previous Government whose policies were different from those of the present Government had come into power, they have tried their best to expedite the work of Chola power Station Extension.

(ix) Referring to the Bombay Government plant of 3 - 18 mW sets at Chola, Shri Verma stated that although the turbo sets would have an installed capacity of 18 mW each, the proposed boiler capacity was not sufficient to give an out-put of 54 mW. He stated that in his opinion the actual availability may not be even 45 mW. Shri Randhawa stated that "add" and the need for installing the 5th boiler to get 54 MW out of the three sets ordered by the Bombay Government is imm-ediate" provision of an additional boiler has been under con-sideration of Government and necessary steps are being taken so that these sets would give 54mS when such output is required In the initial stage only 45 mW is required while 54 mW would be required later. Government Engineers are fully aware of the fact and they are doing the needful in the matter. Shri Randhawa also stated that proposals were already

Submitted to Government regarding the ordering out of the 5th boiler for the Chola extension.

(x). Mr. Nelson stated that on account of the late commissioning of the Chola new L.P. boilers, the power position is becoming more and more acute. He exhibited the charts of water storage in the lakes of the three Hydro Companies and showed to what extent the lakes were being drawn down on account of the shortage of K.W.H. capacity from the thermal plant in the interconnected system. He stated that if the next monsoon did not turn out to be a very good one or if it was late in coming, it may be necessary to ration power to various consumers. The situation will continue to remain serious till the Railways' new L.P.Boilers and the two new sets commenced operation.

(xi) It was decided to request the Honourable Minister for Public Works Department, Bombay, to take up with the Central Minister for Works, Production and Supply, this question of supply of proper coal to Chola power station. Shri Verma was requested to submit a brief note on the subject so as to enable H.M.'s P.W.D. to take up the question with Hon'ble Shri N.V.Gadgil

Item 7: Allocation of power for Railways.

(i) Shri Verma stated that after the two new L.P. boilers were commissioned in service, the Railways proposed to utilize some of the additional power produced by them in running additional suburban train units on the G.I.P.Railway Suburban service and 6 rakes of two units each for B.B. &C.I.Railways Service . Each unit consists of 4 cars and takes a load of 1400 H.P.. The first 4-car unit is expected to arrive in May 1951 when they propose to carry out acceptance tests. They would try to adust their time forthe test during off-pea-k periods, either during the day or during the night as may be settled with Tatas. He stated that these additional units were ordered out to remove congestion of sub

G.I.P. and B.B. & C.I. Railways. He stated that 8 rakes of two units each have been ordered out for the/

suburban traffic. The additional load on the system on account of the commissioning of all these new units would be 9,000 kW, but this load will be spread over a period of 9-12 months. They propose to utilize initially three 4-car units for extending the Bandra locals of the G.I.P.Railway to Andheri during the peak period, after the first of the two new L.P. boilers is commissioned in service in about August 1951. After all the units are commissioned in service, the frequency of suburban trains will be increased so as to relieve congestion and provide a better service

It was also proposed to convert to electric traction the Kurla-Mankhurd section, which was worked at present by steam trains. This extension of electic train service to Mankhurd will increase the Railway's demand on the system by about 2,000kW.

It was stated by Shri Verma that the first turbo set out of the two new sets ordered out by the Railways, is expected to be in commission in April 1952 and the second set about 4 months thereafter.

(ii) It was thought that due to late commissioning of the L.P.boilers at Chola, the water storage in the lakes of Tatas had depleted considerably, and had reached a critical stage. It was therefore desirable to postpone the Commissioning of the new train units by about 6 months. The 6th set of Bhira Power Station was expected to be in service by december 1951 when a net addition of 10,000 kW was expected inthe system. The two new boilers of Railways When commissioned in service in July and August 1951 would enable less use of water to that extent which would enable building up of water reserves, as the lakes of Andhra and Hydro Companies have been drawn down to more than the safe limits and therefore it was necessary to conserve water storage in these lakes as-much as possible so as to guard against future monsoon failures. The Committee was therefore of the opinion that the Central Government should be moved to defer for some time the commissioning of the new units on the G.I.P. and B.B. &

C.I.Railway suburban sections as well as the conversion from steam to electric traction of the service from Kurla to Mankhurd. The Committee was of the opinion that although the Railway's requirements are considered as having the highest priority, looking to the present acute shortage of water in the Hydro Companies lakes, it may be necessary , with an increase in the Railway's demand not only to refuse supply to new industries, but also to ration power even to the existing industries which would greatly affect the indus-trial production as well as employment in the Bombay-Poona area.

" Mr. Nelson strongly opposed the supply of any additional power to the Railways until such time as they are able to fully supply their own power and energy requirements which had been their responsibility since March 1947 but which the Hydro Companies had been obliged to shoulder because of the unsatisfactory manner in which they had proceeded with the extension to their Chola power station. This was the primary cause of the present power shortage that had necessitated load staggering and other restrictions. Because of the deficiency at Chola, the Hydro Companies were having to supply about 35,000KW on behalf of the Railways which was being done by operating their own generating plant at dangerous over-loads and, in some instances, by actually cutting off supply to industrial consumers..The inability of the Railways to supply their own energy requirements was also extremely serious and was being made up by drawing down the Hydro Companies' water storage to dangerously low levels and by forced curtai-ment of supply to consumers. Mr. Nelson pointed out that the portion of Hydro capacity that will be released as the Railways commission their new plant is already earmarked for supply to consumers in the Bombay area In fact, the Government, exercising its control over the supply of electricity, has over the past year permitted the-connection of new loads previously sanctioned in anticipation of a lesser drain by the Railways on the Hydro System as the

new plant is added at Chola. Further more, a number of industrial consumers had made large investments in plant which they could not use because of the power shortage caused by the inability of the Railways to supply themselves and these people should certainly have priority.

(iii) Accordingly, the Committee decided as follows:-

(a) The Central Government should be approached by the Bombay Government to postpone (i) the running of new shubur-ban train units and (ii) the extension of electric trains on the Kurla-Mankhurd section, until after a review of the position in July 1951.

(b) The power position should be reviewed again in or about July 1951 when the monsoon conditions would be known to some extent and the first new L.P. boiler would be commissioned at Chola.

(c) The Bombay Government should take timely action to order out the 5th boiler for their Chola extension to enable full output of 34 mW.

Item 8. Modification of the form of application for new industrial loads.

The Chairman stated that the Bombay Municipality had represented that at present some consumers had instal-led, without permiss ion of the Health Department, machine-ry in the residential area of the Bombay Island which cre-ated noise and nuisance, and that the Municipality has no legal power to ask such industries to shift to other places They were taking action against the consumers by way of pro-secution but this was not adequate. The Municipality has therefore requested that Gov-ernment should not allow power to those applicants who want to instal noisy machinery in the area reserved as resident-tial localities.. The Committee decided that before sanct-ioning any new load in or transfer of a load to residenti-al area, it should be seen that permission was obtained by the applicant from the Health Department of the Bombay Municipality.

Item 9. Consideration of applications for new industrial loads.

Shri Patel suggested that all Departments of Government, Central as well as State, the Port Trust, the Municipalities and other local bodies should be informed that due to critiacal power situation, they should not undertake any work which called for additional power requirements before enquiring from Government if such power was available

In view of the critical power position, it was decided not to consider any new applications at present including the Municipal requirements. The Municipality has asked for power for their workshop at Delisle Road. It was considered that the Municipality should manage to get their work done in their other existing workshops, or by out side parties who have the requisite facilities. The consideration of demands of consumers in the list circulated with the agenda was postponed. It was also decided that no new power should be released till December 1951 when the 6th set at Bhira was expected to be in commission.

Item 10. Night Supply.

The question of power supply during the night was also considered. Mr. Nelson stated that release of power to consumers during the night time was made on the basis of the availability of energy capacity from the new Chola boilers in April 1951. It was decided that no new sanctions for night operation should be granted.

Item 11. It was decided to hold the next meeting of the Committee on Friday the 6th April 1951 at 4 p.m.

Standing Advisory Committee.

(Electrical Power).

Minutes of the 9th meeting held on 6th April 1951 in the office of the Secretary to Government, Public Works Department, Bombay.

The following were present:-

1) The Secretary to Government,
Public Works Department,
Bomaby. .. .. Chairman.

2) The Secretary to Government,
Labour & Housing Department,
Bombay.

3) The Secretary to Government,
Development Department,
Bombay.

4) Shri C.S.Patel, M.L.A.

5) W.S.Nelson, Esq.,
The Managing Director,
The Tata Hydro Electric Agencies,
Bombay.

6) Shri M.B.Lukmani,
Representative of the Association
Electrical Undertakings;
Bombay.

7) Shri H.R.Vajifdar,
Executive Engineer,
Electric Grid Department
Bombay. .. .. .. Member - Secretary

Shri V.W.Gothoskar, Under Secretary to Government P.W.D. was also present

Item 1: Minutes of the last meeting

The minutes of the previous meeting held on the 9th March and continued on 16th March 1951 already circulated were approved subject to the following modifications suggested by Shri Verma and Mr. Nelson

(1) Page 2 para (i) of Item 2:

Para (i) of Item 2 should be substituted by the following paragraphs:-

"(i) (A) The chairman inquired from Mr. Nelson whether a decision had been reached with regard to the proposed scheme ~~decision had been reached with regard to the proposed sche-me~~ for developing about 65,000 KW of hydro-electric power from the Bhira tail race waters. Mr. Nelson stated that even after the completion of all the work now in progress including the 54,000 KW thermal station being installed by the Government there would again be a deficiency of 12,000 KW in firm capacity in 1954 and this deficiency would increase year by year thereafter as the load grows upto 65,000 KW. in 1960 unless immediate steps are initiated to have addition-al capacity ready for service as soon as possible. This new development, which was estimated to involve a total capital expenditure of more than Rs. 7 crores and would require 3 years to complete, was considered to be the only hydro deve-lopment that could be completed in sufficient time to meet the requirements of the situation. From the view-points of raising the substantial amount of finance that would be nee-ded, this project ~~xxxx

"(i) (E) The Chairman inquired aaout the time that would be needed to complete the Bhama Scheme by the Andhra Valley Company. Mr. Nelson said that no detailed estimates had been made but, as this would involve the construction of a dam across the Bhama River and an interconnecting tunnel through to Andhra Lake, it would probably take about 5 years. In any event, this would only provide more water storage behind Bhivpuri Power Station and it would only be possible to install about 22,000 KW of generating capacity in that station. This was insufficient to meet the requirements of the situation."

(2) Page 7, Para (iv) of Item 6, 12th line.

Delete the sentence "The coal dust instead of being burnt, collected at the bottom of the boiler and caused clinker formations", and substitute "The coal dust instead of being burnt falls partly below the grate and partly goes upin the flues causing ' bird nests' in the boiler tubes. Some of the coal having a high ash content when burnt along with oil burners forms dangerous size of clinkers which have been the cause of forced boiler out-ages in the past".

(3) Page 9, Para (ix) of Item 6

In line 6 after the words "even 45 MW," add "and the need for installing the 5th boiler to get 54 MW out of the three sets ordered by the Bombay Government is immediate."

(4) Page 11, Para (i) of Item 7.

In line 7 instead of the words "15 months" read "9- 12 months"

(5) Page 12, Item 7.

At the end of existing para (ii) add:-

"Mr. Nelson strongly opposed the supply of any additional power to the Railways until such time as they are able to ~~power to the Railways until such time as they are able~~ to fully supply their own power and energy requirements which ~~the Hydro Companies had been obliged to~~ shoulder

had been their responsibility since March 1947 but which the Hydro Companies had been obliged to shoulder because of the unsatisfactory manner in which they had proceeded with the extension to their Chola Power Station. This was the primary cause of the present power shortage that had necessitated load staggering and other restrictions. Because of the deficiency at Chola, the Hydro Companies were having to supply about 55,000 KW on behalf of the Railways which was being done by operating their own generating plant at dangerous over-loads and, in some instances, by actually cutting off supply to industrial consumers. The inability of the Railways to supply their own energy requirements was also extremely serious and was being made up by drawing down the Hydro Companies' water storage to dangerously low levels and by forced curtailment of supply to consumers. Mr. Nelson pointed out that the portion of Hydro capacity that will be released as the Railways commission their new plant is already earmarked for supply to consumers in the Bombay area. In fact, the Government, exercising its control over the supply of electricity, has over the past year permitted the connection of new loads previously sanctioned a in anticipation of a lesser drain by the Railways on the Hydro Systems as the new new plant is added at Chola. Furthermore, a number of industrial consumers had made large investments in productive plant which they could not use because of the power shortage caused by the inability of the Railways to supply themselves and these people should certainly have priority."

Agenda Item 2: Neon Signs:

On further examination of the decision taken at a previous meeting to allow installation of Neon Signs in replacement of existing lamp signs, it was observed that such a permission would result in many Neon Sign installations being put up in lieu of unauthorized for such installations

signs. It was felt that beforegiving any authorisation for such installations of neon signs, it would be desirabel to checkup all the existing Neon Sign installations in the city to find out which are authorised and which a re unauthorised. Shri Lummani , however, stated that the B.E.S.T. records were not up-to-date and therefore, if the B.E.S.T.Undertaking were asked to undeftake the work, it will take considerable time to carry out the inspection and to report to Government as they will have to employ additional staff for this purpose. It is estimated that if Neon Signs were allowed to be installed in Bombay area without any restriction, the additional load demand on the system would be hardly loo KW. Even this load will take about six months or so to develop as the sign manfacturers will take time to manfacture and install such signs. In view of the many practical difficul/ties involved in maintaining a check on these installations and the likelihood of a small demand of about 100 KW in six month's time when the power position is expected to improve, it was decided to authorise connection of Neon Signs as decided at the previous meeting in replacement of the existing incandescent lamp signs upto maximum of 50 running feet and ma-ximum wattage of 250, provided the connected lighting load is not increased. It was also decided that the Electrical Inspector may be asked to carry out test checks to ensure that unauthorised installations in contravention of the above conditions are not put up in the city.

Item 3: Advertisement Lighting:

The draft order proposed to be issued regarding advertisement lighting was discussed. It was thought that it will be difficult to administer the conditions la-d down therein regarding the limits of power to be utili-sed for advertisement lighting. It was therefore decided to recommend that the matter be dropped.

Item 4: Applications for Industrial Loads:

(a) The power of 0.56 KW required by Shri S.K.Sutarwala for manufacture of thread was approved considering the circumstances in which this load remained disconnected for more than six months

(b) The application of Messrs. the Sion Tanneries and Leather Works for pormission to use 3 75 KW of load, already given during the night, to be used during the day was refused.

(c) Request of the B.E.S.T. Committee for additional power of 7 KW required for operating their accounting machines which were newly installed was refected in view of the acute power shortage at present.

Item:5 Supply of bulk power for rural Electrification Schemes

The Chairman stated that small towns like Vasind and Virar in Thana District were proposed to be electrified by licensees with power purchased from the available capacity of the G.I.P. and B.B. &C.I.Railways respectively. The power required at Vasind was 90 KW and at Virar 25 KW. This load is not likely to develop immediately, but if an assurance were given that the licensees would get power within some reasonable time, they would go ahead with necessary arrangements. It was considered that after January 1952, it should be possible to release the small quantities of power for electrification of these rural areas. It was agreed to recommend to Government to inform the licensees that they would get the supply not earlier than January 1953, so that they may make arrangements for receiving power supply. It was also mentioned that the supply of 10 KW was required at Talegaon by a Co-operative Society for electrification of certain premises. This proposal was different from the Scheme approved by Government for electrification of the rural areas between Lonavla and Talegaon for which about 400 KW was also required for the electrification of pen. About 200 KW was also required

The secretary, Development Department stated that the pen

Co-operative Society was prepared to pay for providing the facility of supplying power from Panvel to pen, provided the power was made available to it from the Tatas' System. It was therefore decided that pen Co-operative Society may also be included for being notified that they would get power from Tatas' System by about January 1953.

Item 6: Next Meeting.

The date of the next meeting will be fixed later.